

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: South Third Street/CSX

Survey Number: G-VI-A-071 G-VI-A-042

Project: US 219/Oakland Vicinity Improvement Project

Agency: MSHA

Site visit by MHT Staff: ☐ No ☐ Yes Name _____ Date _____

Eligibility recommended ☐ Eligibility not recommended ☒ X

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Justification for decision: (Use continuation sheet if necessary and attach map)

Probably built during the 1930s as part of the State Roads Commission's statewide railroad grade elimination program, the South Third Street Bridge over the CSX Railroad is recommended not eligible for the National Register of Historic Places. Although related to broad development trends documenting the evolution of the Oakland area's transportation system, the current bridge appears in poor condition. The application of modern, pressure-treated railings detracts from its historic appearance and limits its integrity of design, workmanship, and feeling. The resource's integrity of setting has been compromised by the destruction of neighboring buildings formerly located to the northwest, northeast and southeast. Research has not identified any associations with significant persons or events. The bridge is not a good representative or significant example of plate girder bridge construction. The bridge superstructure and substructure are not likely to yield information important to the study of history.

THE TRUST DISAGREES WITH SNA'S/KCI'S
DETERMINATION. A WOODEN TRESTLE
BRIDGE.

Document on the property/district is presented in: Historic Structures Inventory and Determination of Eligibility Report

(KCI/MSHA 1997)

Prepared by: Stuart Dixon, KCI Technologies, Inc.

[Signature]

Reviewer, Office of Preservation Services

7/20/98

Date

NR program concurrence: ☒ yes ☐ no ☐ not applicable

[Signature]

Reviewer, NR program

3/15/99

Date

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST**

Survey Number: ~~-G-VI-A-071~~-G-VI-A-042

Agency: MSHA

Site visit by MHT Staff: ☐ No ☐ Yes Name _____ Date _____

Eligibility recommended Eligibility not recommended X

Criteria: _____ A _____ B _____ C _____ D Considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G _____ None

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• WHAT DISAGREES -- THIS PROPERTY IS ELIGIBLE FOR THE NITENT

Document on the property/district is presented in: Historic Structures Inventory and Determination of Eligibility Report

(KCI/MSHA 1997)

Prepared by: Stuart Dixon, KCI Technologies, Inc.

Reviewer, Office of Preservation Services

Date _____

NR program concurrence: X yes _____ no _____ not applicable

Reviewer, NR program

Date _____



South Third Street Bridge over CSX Railroad
~~G-VI-A-071~~ G-VI-A-042
South Third Street
Oakland
Circa 1930
Public

Probably constructed in the 1930s, the South Third Street Bridge in Oakland, Garrett County, carries a single lane of traffic over two sets of CSX Railroad tracks. The bridge consists of a single-span, through plate girder structure set atop timber crib abutments.

The South Third Street Bridge relates to the general statewide movement to eliminate railroad and vehicular grade crossings in more densely-populated areas of the state begun in the 1920s by the State Roads Commission (SRC). The SRC utilized plate girder structures in large numbers for their grade elimination bridges during the 1920s and 1930s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

G-VI-A-042
Inventory No. ~~G-VI-A-071~~

1. Name of Property (indicate preferred name)

historic

other South Third Street Bridge over CSX Railroad

2. Location

street & number South Third Street _____ not for publication

city, town Oakland _____ vicinity

county Garrett

3. Owner of Property (give names and mailing addresses of all owners)

name Garrett County

street & number

telephone

city, town Oakland

state and zip code MD 21550

4. Location of Legal Description

courthouse, registry of deeds, etc. Garrett County Courthouse tax map and parcel

city, town Oakland liber and folio

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research report at MHT
☐ Other:

6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	0	0
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0	0
<input type="checkbox"/> site		<input type="checkbox"/> domestic	1	0
<input type="checkbox"/> object		<input type="checkbox"/> education	0	0
		<input type="checkbox"/> funerary	1	0
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/ culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			0	

7. Description

Inventory No. ~~G-VI-A-071~~ ^{G-VI-A-042}

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Probably constructed in the 1930s, the South Third Street Bridge in Oakland, Garrett County, carries a single lane of traffic over two sets of CSX Railroad tracks. Situated in a predominately urban setting, the bridge stands a short distance south of Oakland's downtown commercial center and county government offices. Residences line both sides of South Third Street south of the span.

The bridge consists of a single span, through plate girder structure set atop timber crib abutments. The girders are composed of steel flanges and webs riveted together forming parallel beams that support the bridge deck. Modern pressure-treated hand rails have been set atop the two girders and extend into the bridge's approaches creating handrails for pedestrians. Wooden boards laid diagonally atop large wooden floor beams comprise the bridge's deck. Two metal tread plates provide additional wearing surface for tire traffic atop the bridge's asphalt-overlaid deck surface. The deck appears to be of relatively modern construction. The number "87A," possibly denoting the bridge's location along the railroad line, has been painted on both side elevations of the plate girders facing oncoming rail traffic.

8. Significance

Inventory No. ~~G-VI-A-071~~ **G-VI-A-042**

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates	Circa 1930	Builder/Architect	Unknown
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Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual).

Documentary information regarding the South Third Street Bridge's construction has not been uncovered. South Third Street composed part of Garrett Highway's (US 219's predecessor road) right-of-way during the early twentieth century and may have necessitated a bridge crossing over the railroad.

The current bridge probably relates most strongly to the general statewide movement to eliminate railroad and vehicular grade crossings in more densely-populated areas of the state begun in the 1920s by the State Roads Commission (SRC). The SRC's grade elimination program erected 21 bridges and underpasses at dangerous railroad crossings on the state highway system by 1930. Eight years later, an additional 46 grade elimination bridges and underpasses had been completed (State Roads Commission of Maryland 1958:104, 113). The SRC utilized plate girder structures in large numbers for their grade elimination bridges during this period (Spero 1994:111).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. ~~G-VI-A-071~~ ^{G-VI-A-042}

South Third Street Bridge over CSX Railroad
Continuation Sheet
Number 8 Page 2

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:	Western Maryland
Chronological/Developmental Period(s):	Industrial/Urban Dominance A.D. 1870-1930 Modern Period A.D. 1930 - Present
Historic Period Theme(s):	Transportation
Resource Type:	
Category:	Structure
Historic Environment:	Urban
Historic Function(s) and Use(s):	Vehicular Bridge
Known Design Source:	None

9. Major Bibliographical References

Inventory No. G-VI-A-042
~~G-VI-A-071~~

(See Continuation Sheet)

10. Geographical Data

Acreage of property _____

Acreage surveyed _____

Quadrangle name Oakland, MD-WVA

Quadrangle scale 1:24,000

Verbal boundary description and justification

South Third Street Bridge over the CSX Railroad in Oakland, MD

11. Form Prepared By

name/title	Stuart Dixon/Helen P. Ross, Architectural Historian		
organization	KCI Technologies, Inc.	date	10-15-97
street & number	10 North Park Drive	telephone	410-316-7857
city or town	Hunt Valley	state and zip code	MD 21030-1888

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032
410-514-7646

Maryland Historical Trust Maryland Inventory of Historic Properties Form

G-VI-A-042
Inventory No. ~~G-VI-A-071~~

South Third Street Bridge over CSX Railroad
Continuation Sheet
Number 9 Page 2

Garrett County Historical Society

v. d. Vertical Files. On file at the Garrett County Historical Society, Oakland, MD.

P.A.C. Spero & Company and Louis Berger & Associates, Inc. (Spero)

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore, MD.

Roberts, Charles S.

1991 *West End, Cumberland to Grafton, 1848-1991*. Barnard, Roberts & Co., Inc., Baltimore, MD.

Schlosnagle, Stephen, and The Garrett County Bicentennial Committee

1989 *Garrett County, A History of Maryland's Tableland*. McClain Printing Company, Parsons, West Virginia. Second Edition.

State Roads Commission of Maryland

1958 *A History of Road Building in Maryland*.

Ware, Donna M., and Mark R. Edwards

1984 *Final Report of the Coal Region Historic Sites Survey, Volume I: Methodology and Management Plan*. Maryland Historical Trust. Report on file at the Maryland Historical Trust, Crownsville, MD.

Ware, Donna M., Orlando Ridout V and Geoffrey B. Henry

1984 *Final Report of the Coal Region Historic Sites Survey, Volume II: Historical, Architectural, and Industrial Overviews*. Maryland Historical Trust. Report on file at the Maryland Historical Trust, Crownsville, MD.

Ware, Donna M., Orlando Ridout V, Geoffrey B. Henry and Mark R. Edwards

1991 *Green Glades & Sooty Gob Piles*. Maryland Historical & Cultural Publications, Crownsville, MD.

Weeks, Thekla Fundenberg

1949 *Oakland Centennial History, 1849-1949*. The Sincell Printing Company, Oakland, MD.

Addendum Sheet

G-VI-A-042
Third Street Bridge Over CSX Railroad
Oakland
Garrett County

Preparer: Helen P. Ross
Date Prepared: March 27, 1997

Constructed in the 1930's or 1940's, this riveted through girder bridge carries one lane of Third Street traffic over the CSX railroad tracts in Oakland, Maryland. In a through girder bridge, each side of the span is supported on steel beams (girders) which are incorporated into the span and extend to form a solid parapet railing. The girders span the length of the bridge and rest upon the abutments. In this case, the abutments are the timber frame cribs on either side of the embankments. It appears that each approach is steel which is covered with a timber deck.

Through girder bridges use both stirrups and curb reinforcement. This system was recommended for use in spans from twenty to sixty feet, with widths of twenty feet or less. The integral girder/parapet arrangement gave these bridges considerable strength. It also required a massive structure with a relatively narrow roadway, and made these bridges virtually impossible to widen.

G-VI-A-042

Maryland Inventory Of Historic Bridges
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT No. - ~~G-IV-A-189~~

SHA Bridge No. G-02 Bridge name Third Street over CSX

Location:

Street/Road name and number [facility carried] Third Street

City/town Oakland Vicinity

County Garrett

This bridge projects over: Road Railway X Water Land

Ownership: State County X Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes X No

National Register-listed district National Register-determined-eligible district
locally designated Other

Name of District Oakland

BRIDGE TYPE:

Timber Bridge X :

Beam Bridge Truss -Covered Trestle X Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :

Swing Bascule Single Leaf Bascule Multiple Leaf
Vertical Lift Retractable Pontoon

Metal Girder X :

Rolled Girder Rolled Girder Concrete Encased
Plate Girder X Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete ____:

Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame

Other _____ Type Name _____

DESCRIPTION:**Describe Setting :**

Bridge No. G-02 carries Third Street over the CSX Railroad in downtown Oakland, Maryland. The railroad runs north-south and the bridge is on an east-west alignment. The bridge is surrounded by development both modern and historical. The bridge is in close proximity (600-700') to the Oakland Historic District. A quarter of a mile down the line is the historic Oakland Railroad Station.

Describe Superstructure and Substructure:

Bridge No. G-02 is a four-span (12'-0", 12'-0", 34'-6" and 16'-0") bridge with a timber deck that carries Third Street over the CSX Railroad. The superstructure over the railroad (span 3) is a through girder span with transverse timber floorbeams supporting a longitudinal timber deck. The other spans have superstructures that consist of timber stringers spaced at 2'-0" supporting a transverse timber deck. The deck includes steel plates along the wheel paths bolted to the timber deck. The roadway has a clear width of 13'-6" and there are timber railings on both sides of the bridge. The substructure consists of timber piers and timber crib abutments. The structure was built in 1913 and there is no evidence of rehabilitation.

Discuss Major Alterations:

No major alterations have been conducted on this structure.

HISTORY:

WHEN was bridge built (actual date or date range) 1913

This date is: Actual ☒ Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form ☒

Other (specify) _____

WHY was bridge built? Access to western Oakland

WHO was the designer? Baltimore and Ohio Railroad, Bridge Division

WHO was the builder? Baltimore and Ohio Railroad, Wheeling Division

WHY was bridge altered? N/A

Was bridge built as part of organized bridge-building campaign? Yes ☐ No ☒
 This bridge was built by the B & O Railroad Company to allow access to western Oakland.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A- Events ☐ B- Person ☐
 C- Engineering/architectural character ☐

Was bridge constructed in response to significant events in Maryland or local history?

The Baltimore and Ohio Railroad reached southern Garrett County in 1851 (the original Oakland Station was built at the site of the present 1884 structure in 1851). The northern line had been completed as part of the Baltimore to Wheeling segment in the 1840s. The railroad provided a means of transporting Garrett County's natural resources, such as coal and timber, to the East Coast and abroad. Although the initial boom period of western Maryland was over by the first decade of the twentieth century, the railroad continued to maintain and develop its facilities. Coal and its movement were still important to the region and the railroad.

Oakland was designed in 1849 and Oak Street was one of the first areas settled. In addition, locations in the immediate vicinity of the train station were those initially settled. The areas along the old B & O Railroad line would have included most of the early settlement in Oakland, which includes Third Street

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, the town of Oakland was well established by 1913 when this structure was built. The bridge was part of routine railroad bridge construction carried on by all major railroads. The bridge was built in an area that already had established settlement patterns.

Is the bridge located in an area which may be eligible for historic designation?

Yes, this bridge is located just outside of the historic district of Oakland. Although the bridge was built after the initial boom period of Garrett County's economic development, it still was designed using late-nineteenth century and early-twentieth century railroad standards. At the time of its construction, Oakland still resembled a late-nineteenth-century town.

The bridge was built just prior to the State Road Commission's completion of the "Seven Year Plan," which connected all county seats. Although railroads continued to play an important part in the transportation needs of Garrett County, it was the road that gave the county reliable and affordable routes to the national roads and the national markets in the north.

The bridge was built prior to the need for additional loads created by wider roads and increased traffic. It still meets the needs of the community it was meant to serve.

Is the bridge a significant example of its type?

No, the bridge is not a significant example of a timber bridge. It was built in 1913 using the standards and practices used by the Baltimore and Ohio Railroad's Bridge Division in the 1880s. By the time this structure was completed in 1913, the Bridge Division of the Baltimore and Ohio had completed an estimated three hundred structures and would go on to build hundred more using the same designs. It does not represent a use of new building techniques. The bridge was not built by a separate design firm outside of the Bridge Division of the Baltimore and Ohio Railroad.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?

No, the bridge's integrity is compromised by the current condition. The primary character defining elements of a timber-trestle are the beams of the superstructure, and the pier-bent combination of the substructure. In addition the condition of the railing, the roadway, and in this particular case, the through girder span, are also important when discussing integrity.

The steel plate on the deck along the wheel line is worn and slippery, and the hold bolts are loose. The timber deck planks are soft with several planks split and decayed. The original timber railings (although some sections appear to have minor splicing repairs) are deteriorated and structurally inadequate to resist vehicular impact.

The steel girders are rusting and scaling. Bolts on the eastern section are loose and missing and show collision damage on the southern end. The ends of the timber floorbeams that span between the through girders and support the deck are decayed. In addition, it appears that the reduced bearing area of the floorbeams caused by the current deterioration is inadequate.

The timber beams (stringers) of the superstructure are moderately solid with some splitting and decay. Many of the timber stringers in spans 1 and 2 have advanced decay.

The timber crib abutments have splitting and decay, specifically in the center of the cribbing members perpendicular to the embankment. At the north abutment, a portion of the wall is undermined and has settled. Erosion was noted at the wingwalls, specifically around the drain pipe. The timber blocks are mis-aligned and settled.

The piers are in poor condition. The bottom cribbing at pier 1 has rotted and a hollow sound was noted at the bridge's last inspection in 1994. The lower beam portion of the cribbing that supports the second column from the west has severe decay in the middle member. Along the south face of pier 2, the east side of the bearing beam is soft and decayed.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

No, the bridge exemplifies some of the standards developed by the Baltimore and Ohio Railroad's Bridge Division in the late 1880s. At the time this structure was built, the railroad had built hundreds of these structures. It was not built during the first phase of the standards when new techniques were being tried and developed, nor was it built during the final phase when it could be considered a significant example of a fading technology.

Should bridge be given further study before significance analysis is made?

No, this structure should not be given further study because although the bridge was part of the Baltimore and Ohio Railroad's maintenance project, it did not greatly affect the development of the surrounding area. The bridge does not exhibit unique design or building techniques.

BIBLIOGRAPHY:

Brugger, Robert J. Maryland: A Middle Temperament: 1634- 1980. Baltimore: Johns Hopkins University Press, 1988.

Spero, P.A.C. & Company, and Louis Berger I Associates. Historic Bridges in Maryland: Historic Bridge Context, September 1994.

State Roads Commission Report 1930-32.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/28/95

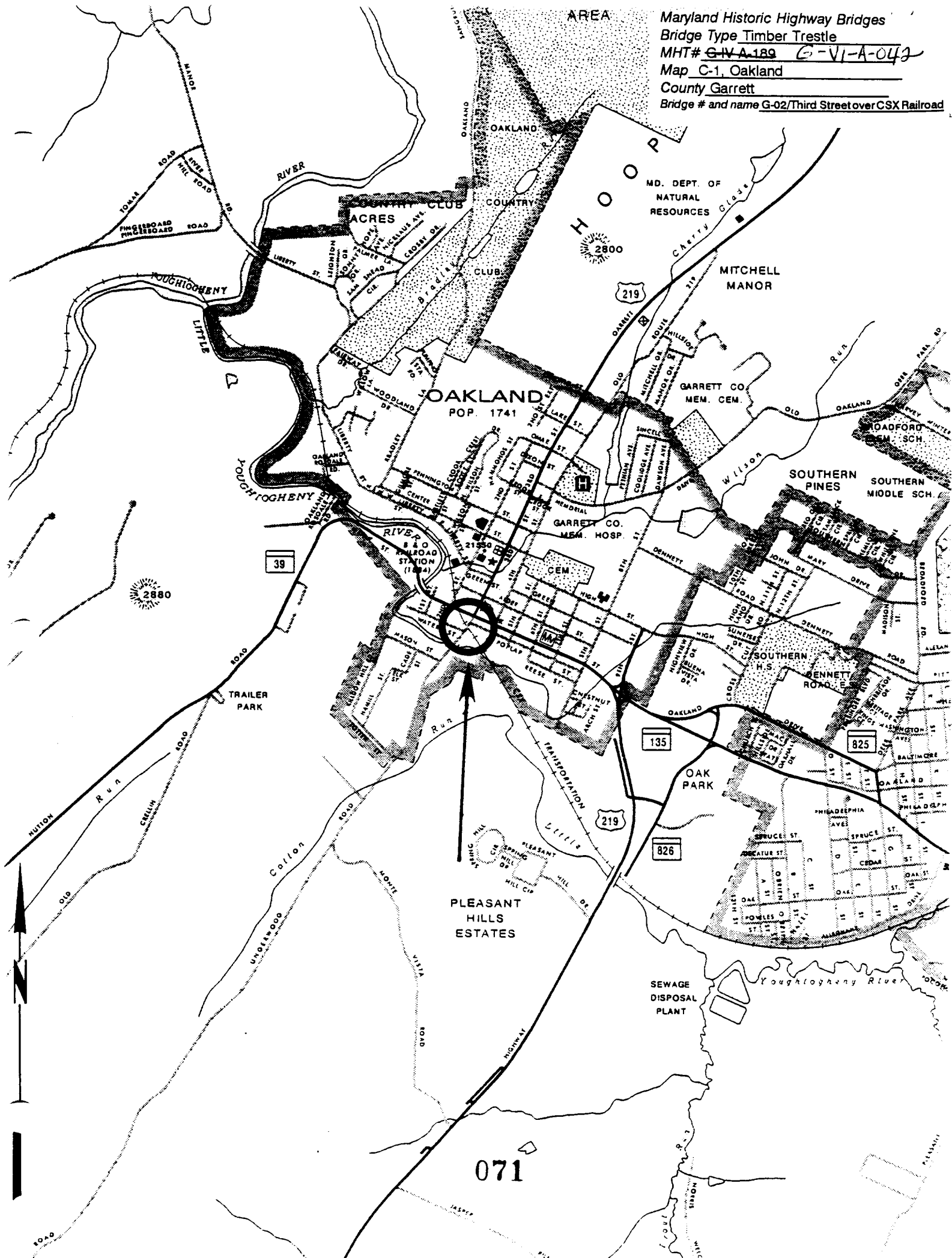
Name of surveyor Stacie Webb

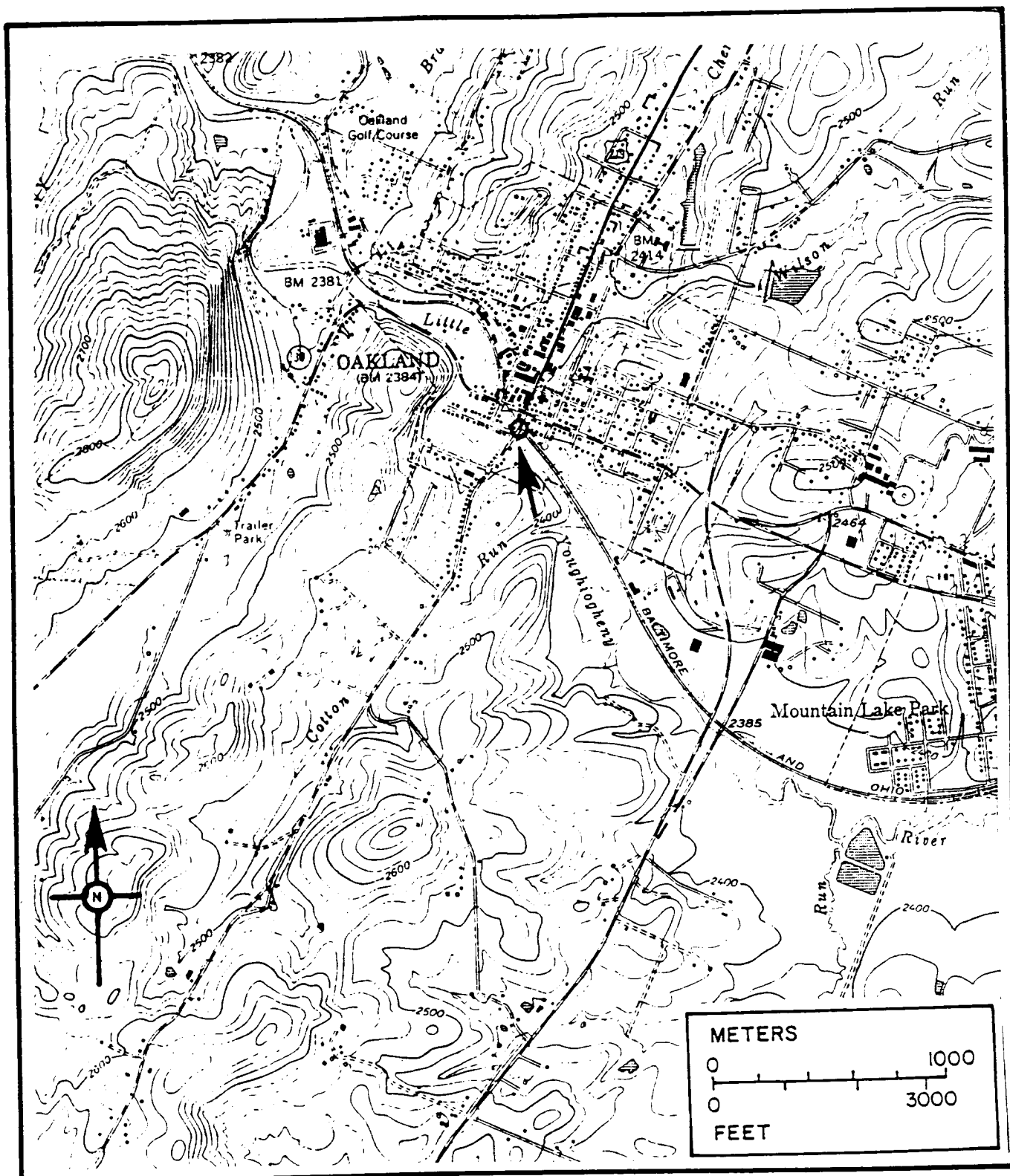
Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore, MD

Phone number 410-545-8559 **Fax Number** 410-333-1105

Revised by P.A.C. Spero & Company, March 1998

Maryland Historic Highway Bridges
Bridge Type Timber Trestle
MHT# G-IV-A-189 G-VI-A-042
Map C-1, Oakland
County Garrett
Bridge # and name G-02/Third Street over CSX Railroad





Location Map

G-VI-A-042
 Bridge - Third Street over CSX Railroad
 Oakland, Garrett County
 Oakland, MD-WVA Quadrangle Map (USGS 1974)





G-VI-A-042

GARRETT COUNTY, MD

STUART DIXON

2/19/97

MD SHPO

SE ELEVATION LOOKING NW



G.VI-A-042

GARRETT COUNTY, MD
STUART DIXON

2/19/97

MD SHPO

NE ELEVATION LOOKING SW

400 5005 0-15 15 0
57 57-0 000 004
+00+0 +0 -02 NH 0557

20F2



- 1 G-VI-A-042
- 2 Third Street over CS Railroad
- 3 Garrett County MD
- 4 Marco Germano, WMA
- 5 3/78
- 6 ME SUPD
- 7 South by piece - about next
- 8 14.6



1 G-VI-A-042

2 Grid Sheet over Old railroad

3 Parcel Map 20

4 Cross Section 200

5 11

6 100 200

7 1/4 in plan & elevation

8 1/4 in



1 G-VI-A-042

2 Red Sandstone railroad

Gravel Creek

3. Mar 25 1908

3/25

4. 1908

5. 1908

6. 1908



- 1 G-VI-A-042
- 2 Land Grant to William a
- 3 Largest County, Va
- 4 Manor House 1800
- 5 3/4
- 6 MS 7-40
- 7 Cemetery 1800-1850
- 8 4 1/2



1 G-VI-A-042

2 Miss. Tenn. in 1820

3 Harrell County, Ga.

4 Miss. Tenn. 1810

5 3/27

6 MISSISSIPPI

7 1810

8 5 of 6



1 G- VI-A-042

2 Hard Disc over Bunkers road

3 Garrett County MD

4 Morris German, wma

5 3/98

6 MD SUPD

7 Road by South

8 6 "